

# PLANNING AHEAD

## Notes for the Planning Community

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### In This Issue

<a href="#">Notes from Jim Johnson</a> .....	1
<a href="#">Fred's Note</a> .....	2
<a href="#">Senior Planning Vacancies</a> .....	3
<a href="#">Review Branch Is Moving!</a> .....	6
<a href="#">Items of Note - On the Web</a> .....	6
<a href="#">Generic Depth-Damage Curve Update</a> .....	7
<a href="#">1999 Summary Lock Statistics: Check the Web</a> .....	8
<a href="#">Lock Performance Monitoring System (LPMS) goes Web</a> .....	8
<a href="#">USACE Participation in Transportation Research Board (TRB) Activities</a> .....	9
<a href="#">Update On Activities of U.S. Section of International Navigation Association (PIANC)</a> .....	10
<a href="#">Cooper River Restoration Project - Philadelphia District's First Fishway</a> .....	12
<a href="#">Louisiana Coastal Area, Louisiana – Ecosystem Restoration Feasibility Study</a> .....	13
<a href="#">Flood Mitigation and Riverine Restoration</a> .....	16
<a href="#">A New Partnership For the Corps: The National Fish and Wildlife Foundation - Case Study #4: The Iroquois Gas Pipeline Settlement</a> .....	17
<a href="#">One Good Idea</a> .....	18
<a href="#">Subscribing to Planning Ahead</a> .....	18
<a href="#">Submissions Deadline</a> .....	18

(Ed. Note – We have inserted hyper links in the Table of Contents to allow you to jump to specific articles. To return to the Table of Contents, click on the [book icon](#).)

### Notes from Jim Johnson

In late January, LTG Ballard announced his restructuring of USACE Headquarters. Fred Caver discussed the reorganization in the January/February issue of Programs Management News. Fred's article (*reprinted below*) presents an excellent description of the overall intent of the reorganization, especially as it relates to civil works.

As part of the reorganization, Planning Division and Policy Division are scheduled to merge, and become Planning and Policy Division. This new organization will allow us to provide a greater focus on addressing future needs, while assuring that both present and future planning programs are in alignment with authorities, principles, policies and practices from beginning to end.

Planning and Policy Division will consist of the following five branches:

Mission Planning and Development Branch will develop and coordinate civil works long range planning in meeting future national needs. A key element of its responsibility will be providing support to USACE, Army and Administration initiatives, such as in urban watersheds and ecosystems. This branch would also provide national-level coordination for programs such as Coastal America and American Heritage Rivers.

Legislative Management Branch will provide civil works legislative support, including support on WRDA 2000 and future authorization bills. This branch will work closely with Programs Division counterparts to assure consistency between authorization and appropriation initiatives.

Guidance Development Branch will be responsible for policy and guidance development, including the preparation and maintenance of the Policy Digest and the Planning Guidance Notebook. In addition, this branch will provide oversight of USACE planning capability, and will manage the policy and planning related research programs.

Planning Management Branch will manage the national planning program, in coordination with MSCs and Districts. As part of our new business process, decision documents and formal correspondence will flow to and through Programs Divisions, and that organization will assign a PM for every project. Planning Management Branch will continue to coordinate with field counterparts on all planning activities, from beginning to end, to assure high quality of planning products. This HQUSACE team will work together to process field documents and requests in a positive, effective manner. Planning Management Branch will also lead the HQUSACE team in preparation of Chief's reports.

Policy Compliance Support Branch will provide policy support to Districts and MSCs on reconnaissance and feasibility studies, as well as policy compliance approval and certification for pre-authorization decision documents. This branch will also continue to review PCAs. As part of our new business process, this branch will be more actively engaged with MSCs and Districts from beginning to end, to support field policy compliance responsibilities.

The specific date for fully implementing the reorganization has not yet been established. Planning Division and Policy Division are continuing to operate as two separate organizations. However, initial steps are being taken in transitioning to the new organizational structure. In mid-February, I was selected by LTG Ballard to be Chief of the Planning and Policy Division. In the interim, I have been assigned as Chief, Policy Division, along with my current planning responsibilities.

I am excited about our new organization, especially the changes and improvements to our business processes. For these changes to be successful will require serious commitment to teamwork and effective communication. We must think and operate as **one team** – within HQUSACE, and each MSC and District organization; and in communicating between our organizations. 📖

(Ed. Note: "Fred's Note" was previously published in the January / February issue of *Programs Management News*.)

### Fred's Note

As you have no doubt heard by now, the Chief has announced a restructuring of the headquarters. This long-awaited move is (as I view it) one of the final pieces of an overall initiative that he started some time ago which has involved every element of the Corps and is aimed at positioning us to be relevant and competitive in this century. We can't afford to be the "best buggy whip manufacturers" in the future.

There is a temptation to focus mostly on the structural part of the reorganization. That, however, would miss the far more significant part of the change. In fact, the headquarters presently has many fewer people in it than it had just a couple of years ago, and I don't see any significant additional downsizing coming. This downsizing has come through concerted action over that time period. We have, though, changed several organizational boxes and rewired the structure – but these changes will mostly allow us to function with the downsized “body count.”

The change that has far more import relates to the business process changes associated with the new structure. With specific respect to Civil Works, these can be summarized as follows:

1. We will extend the PMBP concept to the HQ. You have made this transition already. It's time for us to catch up.

2. Implement a multi-discipline team approach to business. See point one above.

3. Better link and align legislative and appropriations objectives.


4. Clarify responsibilities among the CW divisions. Specifically, assign one division with the responsibility for program development and execution and another with a focus on authorities, practices and principles/policies to position the Corps to effectively meet future national needs. Again, these two divisions must be linked and aligned.

5. Appoint a single POC here for every action moving at the Washington level. Similar to the way PMs function at the district level, this person will be the primary, but not necessarily sole, point of contact.

6. Change the focus of HQ involvement in project formulation from that of end-of-the-process, after-the-fact review to one of early and continuous input. Offer this in a consultative and assistance mode. The goal is to avoid discovering basic problems late in the process when delays are then inevitable.

7. Change the current HQ mindset from a “regulatory” one to working with you to get to “yes.”

We have some other complementary business process changes also pending in response to a House requirement contained in its report on FY 2000 appropriations that will help even more. I'm personally excited about all of the changes and believe they will result in the most positive improvement I've seen in my 30 years with the Corps. It's fun to be able to look forward again to a positive future.

Fred Caver, P.E.  
Chief, Programs Management Division  
Office of Deputy Commanding General  
for Civil Works 

## Senior Planning Vacancies

### Pacific Ocean Division

Serves as a staff level (Civil Engineer GS – 13) planning technical manager and technical specialist in the Engineering-Planning Division for the water resource development studies and projects. Provides water resources planning expertise and guidance to key operating officials and counterparts at

the District and Division levels. Serves as the regional expert in the formulation of navigation, flood control, shore protection and environmental enhancement of associated water and related land resource projects, which requires the analysis of a broad base of scientific and technical information. Provides water and related land resource planning expert guidance on plan formulation, flood damage reduction, navigation, shore protection systems, and coastal planning to study managers. Provides input and review in the development of annual budgetary submittals. Facilitates review conferences for assigned water resources studies. Serves as the Division representative for the admission of the Continuing Authorities Program (CAP, various purposes and statutes), Section 1135 (environmental quality restoration), Section 204 (beneficial use of dredged material), etc. Reviews and comments on a variety of post-authorization planning and engineering documents and provides consultative services. Serves as the Directorate of Engineering and Technical Services liaison to Federal and State agencies, consultants and universities. Performs other duties as assigned.

The job closes on **9 March 2000**. You can find the entire announcement at [http://cpol.army.mil/va/scripts/get\\_va.cgi?Announce\\_No=53EW006330](http://cpol.army.mil/va/scripts/get_va.cgi?Announce_No=53EW006330)

**NOTE:** The servicing CPOC will readvertise for a GS-13 regional economist for POD so please look for the announcement in the Army system.

### Alaska District - GS-13 Interdisciplinary Vacancies

The Corps of Engineers, Alaska District, is looking for 2 top quality plan formulators for our Project Formulation Section. The Interdisciplinary positions are GS-13's. Positions may be filled in any of the following disciplines: Civil Engineer, GS-0810, Hydraulic Engineer, GS-0810, or Water Resources Planner, GS-0101. PCS costs are authorized. Vacancy Announcement number is 53EV002834. The Project Formulation Section studies complex civil works projects such as commercial boat harbors, deep draft navigation, storm damage reduction, and bank stabilization. This position would serve as the Technical Expert for navigation and coastal shore protection planning. We have about 20 ongoing General Investigation studies and a similar number of Continuing Authority studies in the navigation, environmental restoration and bank stabilization areas. The GI projects are generally in the \$5 to \$25 million range but one deep draft navigation project could cost \$150 million. The State of Alaska generally provides half the local cost for our studies and construction projects. Most projects have Environmental Assessments because effects are usually minor or fully mitigated. Most studies are completed within 2 years and these projects usually proceed to construction within another 2 years. The Civil Works Branch has 38 positions and includes a Hydraulics and Hydrology Section, which helps facilitate completion of design work. The 1999 WRDA authorized 4 new construction projects which are currently in or entering the PED phase. The future workload in the Alaska District looks strong and is growing.

The Alaska District is located in Anchorage, Alaska on Elmendorf Air Force Base where we have modern office space, excellent computers, and ample free parking. We enjoy a unique and diverse lifestyle. During the summer months the temperatures warm to the low 70's and the sun can shine nearly 20 hours a day. The lush, green outdoors facilitates activities like fishing, hiking, golfing, rafting, and canoeing. When the beautiful mountains are covered in snow, we experience temperatures ranging from 15 to 30 degrees, with very few days below zero. This is the time the hunters, skiers, and snowmobilers are out in full force. Anchorage also offers world class cultural events at its Performing Arts Center and Civic Center. The public school system is one of the best in the country. Anchorage and its nearby suburbs offer a wonderful place to raise children in a safe and culturally diverse environment. While the cost of goods and services is higher in some instances than the lower 48, Alaska has no income tax.

Moreover, the city of Anchorage does not have a retail sales tax. Federal employees earn a non-taxable 25% COLA in addition to their annual salary.

For more information, please contact Carl Borash, PF Section Chief at (907) 753-2609. The job closes on **6 March 2000**. You can find the entire announcement at [http://cpol.army.mil/va/scripts/get\\_va.cgi?Announce\\_No=53EV002834](http://cpol.army.mil/va/scripts/get_va.cgi?Announce_No=53EV002834)

## San Francisco District

The San Francisco District (SPN) currently is recruiting for an interdisciplinary GS-14 Chief of Planning. The Planning Branch Chief is responsible for a 32-person staff conducting plan formulation, economic analysis, and environmental studies over a 40,000 sq. mi. area of California and southern Oregon, including the San Francisco Bay area. The San Francisco District is a medium-sized organization with a consistently growing GI program (currently about \$7 million). Management and leadership in the District's area is especially interesting and challenging as many of the sophisticated local sponsors are well funded and politically savvy. Information on the District and its Planning Branch can be found in the SPN's Internet site at <http://www.spn.usace.army.mil/>.

Duty location is a 333 Market Street in downtown San Francisco, California (co-located with the South Pacific Division headquarters office), and is easily accessible from public transportation. The San Francisco Bay, and numerous excellent restaurants and shops are located within easy walking distance. The area offers a wide variety of cultural, recreational, and educational opportunities. The climate in the bay area is very moderate with wet winters and dry summers. Additional information on the San Francisco area can be found at <http://www.sfvisitor.org/>.

Because of the higher cost of living, especially housing, the position salary includes a 15.01% locality payment for a range of \$75,887 (GS-14 step 1) to \$98,649 (GS-14 step10). The housing costs, which typically range from \$240,000 to \$450,000, decline as the commuting distance increases; however, there is excellent public transportation including the light rail (BART), city and commuter buses, high-speed ferries, and van and car pools. Inquires in regards to this position are actively encouraged. Please feel free to contact Mr. Scott Clark, Chief, SPN's Engineering and Technical Services at telephone 415-977-8531.

A selection list will be requested from the Western Civilian Personnel Operations Center (CPOC) by the end of the month. Unlike other CPOC's, the West Region CPOC does not advertise positions. To be considered for this position, you must have a one to two-page resume and supplemental data sheet RESUMIX application submitted with the West Region CPOC by **15 March 2000**. Information on preparing these documents may be found on the World Wide Web @ <http://www.cpoc.army.mil>. Resumes and supplemental data sheets may be e-mailed to [resumix@cpocwcp.army.mil](mailto:resumix@cpocwcp.army.mil) or mailed to Department of the Army, West Regional Civilian Personnel Operations Center, Building 61801, PO Box 12926, Fort Huachuca, AZ 85670-2926.

## Los Angeles District

Serves as the Chief, Planning Division. (GS 15 - interdisciplinary) Directs, Plans, Schedules and controls the District's Planning Program, which encompasses the Pacific Southwest including the fastest growing areas of the United States. This program includes the general investigation survey program which has high visibility in Congress, industry, local and state government and with the general public

and significantly affects the general economy of the country through development and recommendations to Congress for authorization of plans of improvement for general navigation harbors which lower national transportation costs and encourage trade and economic efficiency and through the formulation and development of major flood control systems, which significantly lower annual national flood losses. The planning program also entails the General Reevaluation report and Limited Evaluation report program, the flood plain management services, formulation and life cycle project and program management of the Continuing Authorities Program, and several programs for coordinating Los Angeles District activities with Federal and state entities, to ensure overall coordinated regional planning efforts of the Federal Government. Further, the program includes planning of recreation, fish and wildlife restoration, mitigation and enhancement, water supply and conservation, and overview and responsibility for planning in accordance with National Environmental Policy Act of 1970, and preparation of Environmental Impact Statements for district activities.

The job closes on **28 March 2000**. You can find the entire announcement at [http://cpol.army.mil/va/scripts/get\\_va.cgi?Announce\\_No=WCPOC-INT-A](http://cpol.army.mil/va/scripts/get_va.cgi?Announce_No=WCPOC-INT-A)



## Review Branch Is Moving!

The Policy Review Branch will be moving to the Pulaski Building, in mid-March. Therefore, as of 6 March, any items (i.e., documents, reports, and PCA packages) being mailed to the Policy Review Branch should be addressed as follows:

HQUSACE, CECW-AR  
ATTN: Policy Review Branch  
20 Massachusetts Avenue, NW.  
Washington, DC 20314-1000



## Items of Note - On the Web

*Ellen Cummings - CECW-PD*

You can click on <http://www.usace.army.mil/inet/usace-docs/> to get to the main page and then the "What's New" link to keep track of the new publications. Recent publications of note:


EC 690-1-704, "Conferences as Training Activities", dated 1 February 2000, may be found at the following website: <http://www.usace.army.mil/inet/usace-docs/eng-circulars/ec690-1-704/toc.htm>. This is a short document that provides guidance on determining if a conference is a training activity.

In case you missed this issue of the Programs Management News there are two items which are of significance to all of us. The first was the notice of the posting of the Draft ER on "Quality Management" on the HQUSACE webpage at <http://www.hq.usace.army.mil/qm/>. This regulation is to be applicable to all USACE activities and has potentially significant implications for how we do business. Quality is defined in the draft ER as "the totality of features and characteristics of a product or service that bear on its ability to meet the stated or implied needs and expectations of the user." You may read and comment on the draft ER at this website until 1 March 2000. As of 25 February 2000, it appears that



almost all of the comments are from Engineering or PM. Planning plays a significant role as part of the project delivery team and as responsible members of that team we need to actively participate in the formulation of guidance whenever we are provided the opportunity.

The second item has to do with an ongoing assessment of the USACE Programs and Project Management Processes by the Logistics Management Institute. According to the Programs Management News article, "the Logistics Management Institute is a private, nonprofit corporation that provides management consulting, research, and analysis to governments and other nonprofit organizations." According to the website <http://globe.lmi.org/usace/> the firm is conducting studies to help identify business process improvements. The first step is to develop standard generic PPM business processes for major Corps programs. The Civil Works charts are updated frequently. The second step is to suggest improvements to the process. Under a second work order, the firm will be evaluating LRD's PPM implementation and performance. Additional information regarding the LRD review, including sample questions is also available on the above website. According to the CECW-B point of contact for the PPM business process work order there will be more information on the LMI work effort in the next Programs Management News.

Check out the new CorpsPath distance learning package (under development) with a link to the Virtual Campus. If you want to visit the Virtual Campus, go to <http://pdsc.usace.army.mil>, which is also the new web address. Click on Distance Learning. 

## Generic Depth-Damage Curve Update


*Ron Conner – CECW-PD*

This article provides the current status of the development of generic depth-damage curves for flood damage reduction studies. The GI-funded Flood Damage Data Collection Program has been developing these curves for optional application in Flood Damage Reduction Studies across the nation. When fully developed they will replace the Flood Insurance Administration (FIA) rate review and other Corps-developed curves and result in improved analysis in our flood damage reduction studies.

The Flood Damage Data Collection Program has been structured specifically to develop these curves and provide other tools and methodologies that improve analysis and shorten the time and cost of flood damage reduction studies. The principal investigator from IWR, the CECW-P program monitor, and the field advisory group noted significant shortcomings in the depth-damage curves currently in use in analyzing flood damages throughout the Corps. Many Districts still use FIA rate review curves as the basis for flood damages. A review of these curves indicated that they understate flood damages and therefore the benefits associated with our flood damage reduction projects. IWR review of the FIA database also suggested significant problems in quality control, which result in unrealistically low estimates of damages. For example, the FIA rate review curves maximum structural flood damage is around 50% of replacement cost of the property even when flood depths exceed 10 feet above the first floor elevation. Additionally, the review noted a abnormally large cluster of data around 0 feet with large ranges of percent damages indicating the depth of flooding may have been absent from many entries.

Since its inception in 1996 the Flood Damage Data Collection Program has conducted over 1400 surveys of residential and commercial flood damaged structures. The questionnaire used to conduct the survey has undergone OMB review and the program managers have instituted a rigorous quality control program to insure accuracy in the data. The program has recently completed development of generic


depth-damage curves for structure and content damages to single and two-story residences without basement. IWR currently is in the process of conducting field-tests and final review of the development process which we expect to be completed shortly. Following this verification we expect to release some of the curves for nation-wide application.

Pending final verification, it appears that the generic curves will increase predicted flood damages in many cases. The curves are developed to directly relate content damages to structure values eliminating the costly step of determining content valuations for residential properties and additionally provide statistically valid estimates of uncertainty. The data collection program will continue development of these generic curves for other building types and will keep you informed of our progress. Questions concerning the development of these generic curves or the Flood Damage Data Collection Program can be addressed to the IWR principal investigator, Stuart Davis, (703) 428-7086 or the CECW-P program monitor, Ron Conner, (202) 761-0132. 

## 1999 Summary Lock Statistics: Check the Web

*Arlene L. Dietz, Director, Navigation Data Center*

The 1999 Annual Summary of Lock Statistics is found at the Navigation Data Center's (NDC's) web site <http://www.wrsc.usace.army.mil/ndc>. This publication provides information of the physical characteristics of each Corps lock and a summary of the performance of most lock chambers for 1999 compared to 1998. Performance statistics include the number of vessels, barges and bottoms served by direction, total tonnage, number of lockages, number of tows, average and total tow delays. You will also find monthly data on the web site.

How are the locks performing in 1999 compared to 1998? A Corps request last year had NDC generate two maps one showing all locks with over one hour average annual delay and the other showing these same locks with their peak monthly delay values. An additional three locks, 39 in 1999 up from 36 in 1998, fall into this category. Note that twenty-seven locks (10 are on the Upper Mississippi and Illinois rivers) exhibited 4 or more hours of average delay on a peak month basis compared to only 12 locks on an annual average basis. An accompanying table displays the chamber, hours closed during the year, percent available, peak month, peak monthly average delay, average annual delay, peak processing month, peak monthly average processing time, annual average processing time and tons. An updated version of these maps and table are available on NDC's web site. 


## Lock Performance Monitoring System (LPMS) goes Web

*Virginia Pankow - Navigation Data Center*

A web-based LPMS was deployed 1 Jan 2000. The database has been migrated to ORACLE and is now a cut-based rather than a flotilla-based system. The entry and exit times of each cut of the flotilla are now recorded rather than the times of only the first and last cut as in the former system. The data collected are the same with a more comprehensive list of data field selections and the vessel file now includes a 'foreign flag' field (yes/no). These modifications were the recommendations of an LPMS User



Task Force. Data entry and retrieval are web-based with the user needing only a computer, standard browser and good communication connection to a CEAP processing center where the database resides.

Although the database information is relatively unchanged, the ORACLE database structure is significantly different from the old system. Therefore, the old data will not be migrated into the new database. Data from 1980 to 1999 will be available in the old system using the same retrieval procedures as in the past. Data beginning in January 2000 will come from the new web LPMS. Preliminary reports are available at [http://wpc21.usace.army.mil:9803/plpms/plsql/USERMENU\\$.Startup](http://wpc21.usace.army.mil:9803/plpms/plsql/USERMENU$.Startup) with a userid of 'guest' and a password of 'guest'. The reports and extract procedures are being developed as the database grows with completion anticipated within the next 6 months. For information and assistance contact Maggie Moses 703-428-8458. . 

## USACE Participation in Transportation Research Board (TRB) Activities

*Arthur F. Hawnn - Navigation Analysis Division, IWR*

The Transportation Research Board (TRB) is a unit of the National Research Council, which serves the National Academy of Sciences and the National Academy of Engineering. TRB's purpose is to promote innovation and progress in transportation by stimulating and conducting research, facilitating the dissemination of information, and encouraging the implementation of research results. It represents the Nation's largest neutral forum for the exchange of transportation information and research.

USACE has been a full sponsor of TRB since 1988. USACE interfaces with TRB at three levels: the Executive Committee, the technical committee, and the field/technical expert level. The Chief of Engineers is an ex-officio member of the Executive Committee, which affords the USACE the opportunity to increase the visibility of water transportation programs and to have input in the development of TRB's policy and research agenda and activities. At the working and research levels, participation in TRB activities provides a unique opportunity for USACE technical specialists to interact with peers from across the nation and internationally to address issues critical to the successful development of the Nation's transportation infrastructure. Participation in technical sessions and committee meetings held during the TRB's annual meeting and other specialty meetings provides the USACE the opportunity to discuss the Corps' navigation mission and the important role that water transportation plays in the Nation's national security and economic framework.

During the recently held TRB annual meeting convened in Washington, D.C. MG Van Winkle, DCG-CW, represented the Chief of Engineers at the meeting of the Executive Committee of TRB. MG Van Winkle also presided over Technical Session 411 – Next Steps After Passage of the Water Resources Development Act (WRDA): Getting Vital Port and Waterway Projects Underway and Looking Ahead to WRDA 2000.

Representing the USACE on the panel at this technical session were Messrs. Larry J. Prather and Thomas F. Caver, Jr. of USACE, Headquarters. Mr. Prather provided a review of the projects included in the WRDA 1999 (Public Law 106-53) and a look ahead to possible candidate projects which may be included in a WRDA 2000, while Mr. Caver discussed the upcoming budget cycle.

Other presenters at Technical Session 411 included Mr. Benjamin H. Grumbles, Senior Counsel, Subcommittee on Water Resources and Environment, Committee on Transportation and Infrastructure,

U.S. House of Representatives; Mr. Frank L. Hamons, Manager, Harbor Development, Maryland Port Authority; Mr. Chris J. Brescia, representing the Midwest Area River Coalition 2000, Mr. Thomas H. Wakeman, Dredging Program Manager, Port Authority of New York and New Jersey, and Mr. Alan Willis, Manager, Channel Improvement, Port of Port, Oregon.

Mr. Grumbles provided an overview of the Committee on Transportation and Infrastructure's agenda in the upcoming legislative session. High priority items before the Committee in the upcoming session of Congress includes work on Superfund issues, clean water issues, and a water resources development act.

Mr. Hammons discussed on going port improvement activities in the Port of Baltimore and the Chesapeake Bay. Mr. Brescia discussed the significant role the inland waterway system plays in supporting U.S. agricultural exports as well as other contributions to the domestic economy. Mr. Wakeman discussed the future port development plans of the Port Authority of New York and New Jersey, both in terms of land side terminal improvements and contributions towards deepening the channels within the Port of New York and New Jersey. Mr. Willis discussed the recently authorized Columbia River Channel improvement project.

To facilitate the proactive participation of USACE personnel in TRB functions, it is planned in the near future that the USACE establish points of contact (POC) for TRB throughout the Major Subordinate Commands (MSC), Field Operating Activities and Laboratories. The functions of the TRB POCs would be to coordinate various TRB activities with their MSCs, districts and laboratories in conjunction with the Institute for Water Resources (IWR) and Engineering Research and Development Center (ERDC). A memorandum on this subject will be issued in the near future.

For additional information on TRB activities please contact Mr. Arthur F. Hawnn at (703) 428-6242 or via e-mail at [arthur.f.hawnn@usace.army.mil](mailto:arthur.f.hawnn@usace.army.mil). 

## Update On Activities of U.S. Section of International Navigation Association (PIANC)

*Thomas M. Ballentine - Navigation Analysis Division, IWR*

### Announcement of Upcoming Annual Meeting and Specialty Workshop on Sediment Decontamination

The U.S. Section of the International Navigation Association (PIANC), in association with the Port of Oakland, CA will be holding its annual meeting on May 3-5, 2000 in Oakland, CA. The theme of this year's meeting will be "*Navigation: Meeting Customer Needs for the New Millennium.*"

The conference program will feature technical sessions on innovations in dredging; port development activities at the Ports of New Orleans, LA, Oakland, CA, and Port Said, Egypt; coastal shipping; steamship line operations; the movement of containers by barge; port infrastructure financing; surface transportation access to marine terminals; and high speed ferry operations.

In conjunction with the annual meeting of the U.S. Section of PIANC, there will be a Specialty Workshop, to be held on May 2, 2000, on the subject "*Innovative Sediment Decontamination and Treatment Technologies.*" The one-day workshop is being held to review technologies used in the decontamination and treatment of contaminated sediments associated with Federal navigation projects.

Additional information on both the annual meeting and the specialty workshop can be received by contacting Thomas M. Ballentine at (703) 428-7072 or via email at [thomas.m.ballentine@usace.army.mil](mailto:thomas.m.ballentine@usace.army.mil).

#### Recruitment for Representative to Permanent Environmental Commission

The U.S. Section of PIANC announces that it is accepting applications for the position of **Principal U.S. Representative** to the Permanent Environmental Commission (PEC). The PEC is responsible for technical activities of the Association in the field of ocean navigation which includes seaports, access channels, ocean engineering, related structures, and environmental matters. The PEC may recommend subjects for study by working groups, for discussion at Congresses, for articles to be published in the Bulletin of the Association, and has responsibility for setting up working groups, monitoring their progress and technical appraisal of their final reports.

Among the duties and responsibilities of the U.S. representative will be to attend meetings of the PEC (held twice a year, usually in a European country) and represent U.S. interests. Following the meeting the representative will prepare a written report to the Secretary of the U.S. Section, summarizing the meeting and note action items for which the U.S. Section is responsible. Additional information on the duties and responsibilities of the U.S. representative is available from Mr. Thomas M. Ballentine at (703) 428-7072 or via email at [thomas.m.ballentine@usace.army.mil](mailto:thomas.m.ballentine@usace.army.mil).


Persons interested in applying for the position of U.S. Representative to the Permanent Environmental Commission are asked to submit a letter expressing their interest in the position, a summary of qualifications in the area of interest and a curriculum vitae to Mr. Thomas M. Ballentine, Secretary, U.S. Section, PIANC, 7701 Telegraph Road, Alexandria, VA 22315-3868. Applications should be received by 15 March 2000. (Please note that applicants who are employees of an agency of the U.S. Government should include a letter signed by their supervisor giving approval to participate.)

#### Call for Abstracts - Ports 2001 Conference

The U.S. Section of PIANC, in association with the Ports and Harbors Committee of the American Society of Civil Engineers, is sponsoring the "PORTS '01 Conference" April 29 – May 2, 2001 in Norfolk, VA. The theme of the conference is "*America's Ports – Gateway to the Global Economy.*" Looking beyond traditional port engineering, the Ports '01 Conference will focus on ports as gateways to the global economy. Discussions will focus on port engineering, inland waterways, waterfront facilities planning and navigational improvements.

Special emphasis will be placed on national and international issues related to port engineering including port access (both landside and waterside transportation linkages); terminal related issues including facility planning and design, rehabilitation and repair, waterfront structures, geotechnical and seismic design, and life cycle management; environmental factors including hazardous materials remediation, dredging and sediment management, and project planning and mitigation; transportation planning including vessel and equipment management and rail traffic management; and project delivery issues including design and build and privatization initiatives.

The deadline for submitting an abstract of a paper to the conference is April 29, 2000. Abstracts are to be submitted in English, and not to exceed 500 words or two pages. Abstracts are to be submitted to Mr. Thomas J. Collins, PE, Collins Engineers, Inc., 211 West Wacker Drive, 8<sup>th</sup> Floor, Chicago, IL 60606. Phone 312-704-9300, Fax 312-704-9320.

Additional information on the PORTS '01 conference can be obtained by contacting the American Society of Civil Engineers at ASCE Conferences, 1801 Alexander Bell Drive, Reston, VA 20191-4400, e-mail: [conf@asce.org](mailto:conf@asce.org), phone: 1-800-548-2723 or 703-295-6300, fax: 703-295-6144, website: [www.asce.org/conferences](http://www.asce.org/conferences). 

## Cooper River Restoration Project - Philadelphia District's First Fishway

*Mark Eberle and Barbara Stratton – Philadelphia District*

The Cooper River Fishway restoration project in Camden County, New Jersey involves the installation of fishways to allow migratory fish access to historic spawning and foraging habitat. Fish species that will benefit from this project include blueback herring and alewife. Striped bass, which forages on herring, will also benefit from the increased herring population. In addition, migratory birds and other riparian wildlife will benefit from the restored aquatic ecosystem. There will also be an increase in the recreational fishing opportunities on the Cooper River. This project is an excellent example of how the Corps Ecosystem Restoration Program (Section 206 of the Water Resource Development Act of 1996) can be combined with other complementary restoration programs to achieve project success.

The project involves the installation of fish passage facilities at Wallworth Lake Dam and Evans Pond Dam, which are located within ¼ mile of each other in a residential park in Haddonfield, NJ. The fishways are being installed via a partnership comprised of the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service (FWS), the U.S. Environmental Protection Agency's Delaware Estuary Program, the National Marine Fisheries Service / Fish American Foundation grant initiative, the National Fish and Wildlife Foundation, the New Jersey Department of Environmental Protection (NJDEP), and Camden County (the owners of the dams). The planning for this project began with the FWS in 1997 and the Corps became involved in 1998 through the environmental restoration program. The project has overcome numerous obstacles throughout the planning process including: funding problems, historic preservation concerns, and the tribulations associated with venturing into previously unknown territory associated with a relatively new federal program. The North Atlantic Division headquarters worked closely with the Philadelphia District to resolve project issues. This project represents a team effort on all levels (federal, state, and local).

When completed in March 2000, the fishways will provide migratory fish access to approximately four miles of river and when combined with other existing fishways, will open a total of eight miles from the confluence of the Delaware River. The NJDEP and Camden County will be seeding adult herring this spring upstream of Evans Pond to encourage spawning in the newly available habitat and facilitate the future use of the fishways by returning adult fish. The seeding is a part of the in-kind services provided to lower the sponsor's non-federal cash contribution.

As the planning and construction of the Cooper River project comes to a completion, we hope that this is the first step of many positive partnerships with the Corps and other state and federal interests to participate in fish passage restoration in the state of New Jersey. With numerous streams in New Jersey still containing impediments to fish passage, look for more fish passage restoration projects in the future.



## Louisiana Coastal Area, Louisiana – Ecosystem Restoration Feasibility Study

*Edmond J. Russo, Jr. - New Orleans District*

There is a serious problem of coastal land loss in Louisiana, which has shaped up to be a surmountable challenge of National interest. At risk are major economic centers and a massive infrastructure for Louisiana and the Nation, the quickly disappearing coastal ecosystem of the Mississippi River delta, and a way of life that has persisted for over 300 years. Over the past 30 years, the Corps of Engineers, New Orleans District, along with state and Federal resource agencies, have been addressing the problem with increasing vigor within existing coastal restoration and protection programs and authorities. Efforts to date have implemented a range of measures to address the problem, but have not come close to reversing the serious loss trend. More importantly from past efforts, they have revealed the extent and magnitude of the loss problem, along with the risks involved. This has become the groundwork in an initiative for a comprehensive feasibility study to address the coastal losses in Louisiana, where restoration and protection projects would target congressional funding and authorization for implementation.

At current pace, deterioration of wetlands and barrier islands in coastal Louisiana could lose well over 600,000 acres in the state by the year 2050. The Louisiana coastal area is intimately connected to the Nation, with production and distribution of about:

- 30% of the Nation's commercial seafood (\$1 billion)
- 20 to 25% of the Nation's oil and gas supply
- 400 million tons moved per year by the Nation's top port facility
- 70% of the habitat used by the Nation's waterfowl that use the Mississippi River Flyway during annual migration

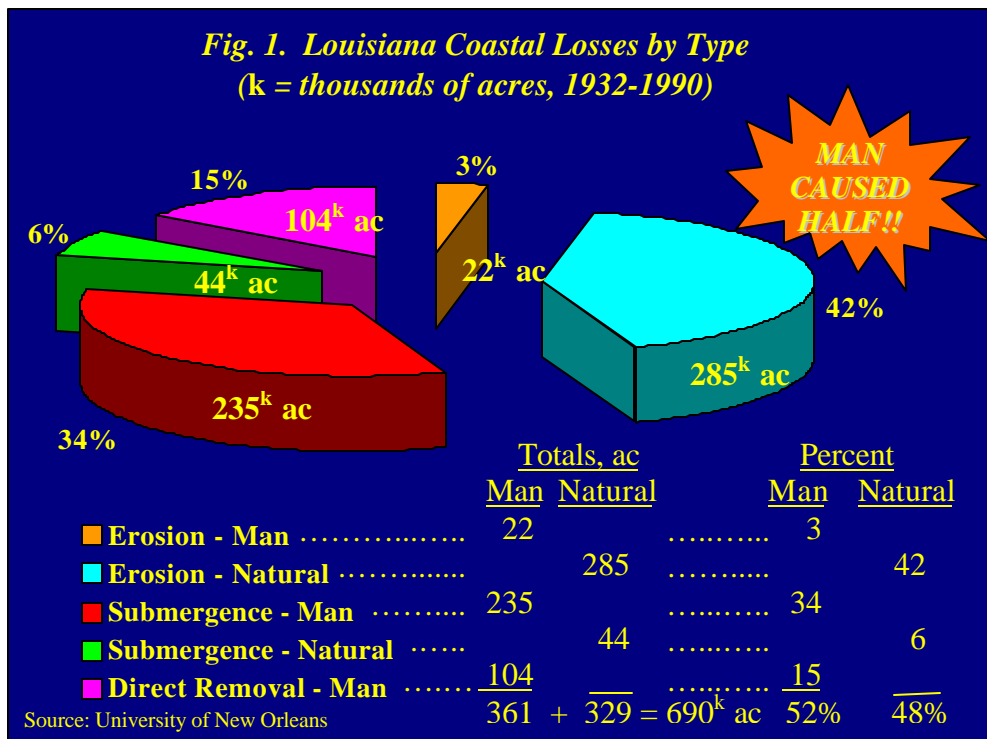
Coastal Louisiana's recreation opportunities, as well as its unique culture and history, are integral parts of these resources. The Honorable Bruce Babbitt, Secretary of the Interior, on recent visits to the region stated: "The coastal wetland issue [in Louisiana] I would characterize as simply the single most important environmental issue of our times. The wetlands are, without any question, the richest and most threatened ecosystem in this country. And in turn, the coastal wetlands, where freshwater meets salt water, where land meets sea, are truly the most fragile, delicate, and important link of all ... it's every bit the equal, if not greater than the Florida Everglades." It is now being widely recognized that the irreversible economic and environmental impacts of not addressing the coastal loss problem will reach more than the coastal inhabitants, industries, and wildlife in Louisiana – it will translate to the loss of a National Treasure.

The systematic loss of 25 to 35 square miles in Louisiana coastal area per year amounts to constant costly adjustments to the municipal and industrial infrastructure. In a more catastrophic and very real scenario, Louisiana's continued coastal deterioration will increase the threat and severity of hurricane damage to this infrastructure, which has an ominous chance of occurring on an annual basis.

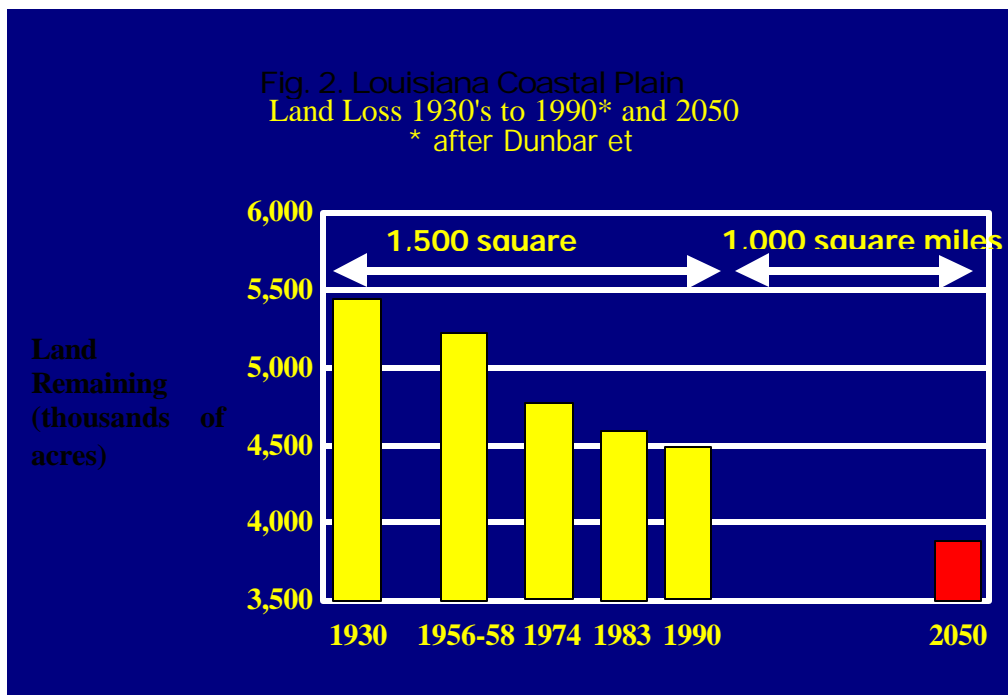
There have been many efforts by local, state, and Federal interests over the last 30 years to understand and address the problem. Initiatives such as the Barataria-Terrebonne National Estuary Program have increased environmental awareness in the state and Nation. Regional and local projects to restore and protect coastal Louisiana have been accomplished through the Coastal Wetlands Planning, Protection, and Restoration Act (CWPPRA) – otherwise known as the Breau Act. Under the Breau Act Program, there are nearly 100 projects designed to restore and protect about 75,000 acres along the Louisiana coast, at a cost of about \$327 million. About half of these projects are either constructed or

complete. Caernarvon Freshwater Diversion Structure, a conduit into the Breton Sound marshes from the Mississippi River, was constructed and implemented by the U.S. Corps of Engineers and the State of Louisiana. Caernarvon was completed in February 1991 at a cost of \$25.9 million. Since it began operating, new land and marsh vegetation has appeared and oyster production on the public grounds has more than tripled. During the next 50 years, Caernarvon is expected to re-establish favorable salinity conditions in the area, further enhancing fish and wildlife productivity. The Davis Pond freshwater diversion, currently under construction, will provide similar benefits to the Barataria Basin by about 2001. During the next 50 years, Davis Pond will preserve about 33,000 acres of marsh and benefit marshes and bays of the region, at a total estimated cost of \$106 million. With these tremendous efforts underway, there is still a large disparity between the trends of loss and protection/restoration, where the size of the State of Rhode Island could be lost in coastal Louisiana without an added level of action.

In response to the problem, a grass roots effort originated across coastal Louisiana under the Breaux Act Program, which is termed the Coast 2050 initiative. Participants ranged from Federal and State resource agencies, parish governments, as well as environmental groups, industry, academia, and the public. Participants recognized through this environmental awareness movement that the Nation has lost 1500 square miles of our coast in Louisiana since the 1930s, and that projections from now to the year 2050 indicate that we will lose an additional 1000 square miles of Louisiana coastal area. Fig. 1 depicts the types and magnitude of these losses, where man has caused roughly half of the problem through economic development of coastal Louisiana and the Nation. Fig. 2 illustrates the coastal losses in Louisiana since 1930, and projects the inevitable losses to be expected by the year 2050.








In the Coast 2050 effort, a series of 65 public workshops were conducted with study participants throughout 1998. The workshops were geared towards sensing stakeholders' perceptions of the coastal loss problems, and to shape through consensus the potential strategies to address these problems. In December 1998, the Coast 2050 Plan was completed, which integrated the details of the public's views on coastal Louisiana, with a proposed plan of action for comprehensive and sustainable ecosystem restoration.

The Federal government, acting through the U.S. Army Corps of Engineers, New Orleans District, along with a non-Federal Sponsor, the Louisiana Department of Natural Resources, has initiated an 18-month feasibility study of the Barataria Basin to address coastal losses within the basin. Alternatives under study are based on the Coast 2050 Plan. Barataria Basin was selected as the first area for study and action because it is the most critical, having a loss rate of about 11 square miles per year. This study, entitled "Louisiana Coastal Area (LCA), Louisiana – Ecosystem Restoration Barrier Island Restoration, Marsh Creation, and River Diversion, Barataria Basin Feasibility Study," calls for a February 2000 start. The report will be submitted to seek project authorization and funding through the Water Resources Development Act (WRDA) of 2002. It is estimated that on the order of about \$3.5 Billion in projects in the Barataria Basin could arise from the WRDA.

Other LCA coastal basin studies are planned in the future. Early estimates indicated that there are about \$14 Billion in coastal restoration and protection projects across Louisiana for which authorization and funding would be sought through the WRDA. With this vision, it is the objective of the LCA Program to preserve a legacy of ecosystem diversity, economic prosperity, and preserve a way of life in coastal Louisiana and the Nation. 

## Flood Mitigation and Riverine Restoration

*Ellen M. Cummings – CECW-PD*

This legislation (Section 212 of WRDA 99, PL 106-53) provides authority for the Secretary of the Army to implement projects that reduce flood hazards and restore the natural function and values of rivers and that meet other specific criteria without seeking individual authorization for each project. The U.S. Army Corps of Engineers sought this authority and referred to the proposal as Challenge 21. The Corps does not currently have appropriations to implement this program. However, the Corps is conducting studies using other authorities and may seek authorization for projects that meet the goals of this program.

As authorized the Flood Mitigation and Riverine Restoration program emphasizes the use of nonstructural approaches to preventing or reducing flood damages and coordination with FEMA and other Federal, State, and local agencies, and tribes. Projects carried out under this authority may have structural elements. In accordance with subparagraph (d) of the authorization, projects must significantly reduce potential flood damages, improve the quality of the environment and be justified considering all costs and beneficial outputs.

Each project will require a non-Federal sponsor willing to provide 50 percent of the cost of a study and a minimum of 35 percent of the cost of implementation. The maximum non-Federal share of the implementation cost allocated to structural flood control would be 50 percent. The exact amount will depend on the value of lands required for the structural flood control elements. The non-Federal interest will provide all land, easements, rights-of-way, dredged material disposal areas, and relocations necessary for the project, the value of which will be credited toward the non-Federal sponsor's share of the project cost. The non-Federal sponsor will also be responsible for all costs associated with the operation and maintenance of the project.

Federal spending on an individual project is limited to \$30,000,000. The House and Senate Committees must be notified of each project proposed for implementation and must approve by resolution any project for which the Federal cost for construction exceeds \$15,000,000. Corps appropriation authority is limited to \$20,000,000 for FY 2001, \$30,000,000 for 2002, and \$50,000,000 for FYs 2003-2005. All projects must be fully funded within these limits. The FY2001 budget includes a request for \$20,000,000 to initiate this program.

CECW-P is working with other HQ staff and OASA (CW) to develop draft eligibility and priority criteria as required in Section 212 of WRDA 99. OASA (CW) desires to play an active role in the development of this program. We have had some general discussions about implementation guidance. However, everything is very preliminary at the moment. Both offices have heard from parties interested in participating in the program and understand that the districts have also had a number of inquiries. Since there are no funds in FY 2000 for this program, the lack of guidance is not yet critical. The goal is to have guidance finalized so that we will be ready to proceed if funds are provided in FY 2001. Prior to finalizing any guidance, it will be coordinated with the field and other interested parties, such as FEMA.



## A New Partnership For the Corps: The National Fish and Wildlife Foundation - Case Study #4: The Iroquois Gas Pipeline Settlement

*Cheree Peterson - National Fish and Wildlife Foundation*

One of the more unique abilities of the National Fish and Wildlife Foundation is to hold and distribute fines paid by groups who violate the Clean Water Act. While the Foundation will not participate in litigation, the Department of Justice (DOJ) has named Foundation to receive some fine payments for the purpose of awarding grants for restoration projects in affected areas. In at least one instance, the Iroquois Gas Pipeline Settlement, the Corps served as a partner in distributing these funds.


In 1991, the Iroquois Pipeline Operating Company constructed a pipeline to supply gas from gas fields in western Canada to three million homes in New York, Connecticut, Massachusetts, Rhode Island, New Hampshire, and New Jersey. The pipeline runs down the eastern part of New York, across western Connecticut and under the Long Island Sound, and terminates at Commack on Long Island.

In an effort to maximize economic returns, the 375-mile pipeline was completed in only ten months, at the rate of over one mile a day. Upon completion, the Iroquois Pipeline Operating Company faced charges of shoddy construction, safety violations, and Clean Water Act violations. According to James Woods, from the U.S. Attorney's Office, "Over the length of the pipeline, almost every stream and wetlands crossing was improperly constructed, causing short or long term effects to each of those streams and wetlands."

In May 1996, the Pipeline Company pled guilty to damaging scores of wetland areas in New York and Connecticut. The company agreed to pay fines totaling \$22 million and signed a Consent Decree, which named the Foundation as the trustee of \$2.25 million of the fine. While Supplemental Environmental Projects are sometimes used in settling environmental law suits, this settlement was unique because this arrangement allowed the money to be returned to the damaged areas, and tripled the number of wetlands restored, enhanced, or protected because the funds will be matched through a competitive grants program.


The decree directed the Foundation to work with the U.S. Fish and Wildlife Service (FWS) and the Corps to use the \$2.25 million for the creation, restoration, enhancement, and acquisition of wetlands and adjoining uplands in the vicinity of the Iroquois Pipeline right-of-way. Without this agreement, the fine would have been deposited in the U.S. Treasury, providing no compensation for damaged wetlands. According to Ellen Simon of the Corps, "due to the extensive damage caused to many of the rivers, streams, and wetlands it is appropriate that part of the fines paid by the Iroquois Company have been directed to restoration and creation of wetlands."

In early July 1996, the Foundation met with the FWS, the Corps, and DOJ and created a steering committee to review proposals. In addition to helping select projects, DOJ, the Corps, and FWS also agreed to provide legal assistance, ensure permitting requirements were handled properly and expeditiously, and assist in monitoring restoration activities. The Foundation agreed to serve as the program coordinator, invest and manage the funds, pay the bills, and work with the individual projects. The committee agreed that the money would be distributed using the challenge grant guidelines established by the Foundation, and gave priority to grants for wetland restoration, enhancement, and acquisition projects that have perpetual benefits for wildlife.

Overall, the committee awarded 31 grants to protect or improve approximately 40,000 acres and leveraged the initial \$2.25 million to more than \$7 million for on-the-ground conservation. Eight grants for restoration and acquisition were awarded to Connecticut. New York's 23 grants included 21 restoration/acquisition projects, and two education programs. The grants ranged in size from a \$6,000 (\$3,000 Iroquois fine monies/\$3,000 private challenge) water quality improvement project awarded to the town of Berne, New York, to a \$1.5 million (\$350,000 Iroquois fine monies/\$1.2 million private challenge) wetlands restoration in the St. Lawrence Valley. Woods explained that, "when all the work is done, the restoration and protection will far outstrip the acreage that was originally altered by the pipeline." These projects will be completed in summer 2000. POC: Cheree Peterson - National Fish and Wildlife Foundation [peterston@nfwf.org](mailto:peterston@nfwf.org) 

### One Good Idea

We are starting a new feature with this issue to highlight a successful approach to solving a planning problem or to share important information among planners. Please send me your contributions and we will include them here. (Ed.)

Each MSC is invited to send one planner to the SPD Planning Conference in Santa Fe, NM, 2-4 May 2000. For additional information contact Ken Orth at [Kenneth.D.Orth@usace.army.mil](mailto:Kenneth.D.Orth@usace.army.mil). 

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### Submissions Deadline

The deadline for material for the next issue is **24 March 2000**

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